

**Economy, Transport & Environment Services****Finance and Performance Report – November 2017 for Highways & Community Infrastructure Committee****1. SUMMARY****1.1 Finance**

<b>Previous Status</b>	<b>Category</b>	<b>Target</b>	<b>Current Status</b>	<b>Section Ref.</b>
<b>Amber</b>	Income and Expenditure	Balanced year end position	<b>Green</b>	2
<b>Green</b>	Capital Programme	Remain within overall resources	<b>Green</b>	3

**1.2 Performance Indicators – Predicted status at year-end: (see section 4)**

<b>Monthly Indicators</b>	<b>Red</b>	<b>Amber</b>	<b>Green</b>	<b>Total</b>
Current status this month	1	8	5	14
Year-end prediction (for 2017/18)	1	4	9	14

**2. INCOME AND EXPENDITURE****2.1 Overall Position**

<b>Forecast Variance - Outturn (Previous Month) £000</b>	<b>Directorate</b>	<b>Current Budget for 2017/18 £000</b>	<b>Current Variance £000</b>	<b>Current Variance %</b>	<b>Forecast Variance - Outturn November £000</b>	<b>Forecast Variance - Outturn November %</b>
+206	Executive Director	227	20	4	+207	91
+492	Infrastructure Management & Operations	58,543	-3,116	-9	+552	1
-704	Strategy & Development	9,881	37	1	-740	-7
0	External Grants	-28,228	0	0	0	0
<b>-6</b>	<b>Total</b>	<b>40,423</b>	<b>-3,059</b>	<b>-8</b>	<b>19</b>	<b>0</b>

The service level budgetary control report for November 2017 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).

## **2.2 Significant Issues**

### **2.2.1 Waste Private Finance Initiative (PFI) Contract**

We are currently forecasting the Waste PFI budget to be around £1.6m overspent. This is largely due to an increase in the quantity of waste collected compared to the forecast, lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a shortfall in the delivery of savings. Although the Mechanical Biological Treatment (MBT) has performed slightly better than the 2016/17 performance levels the savings this has delivered are not sufficient to offset the additional pressures.

The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also historic disputes to consider, which are not factored into any of the above.

A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year, or ongoing, which can be brought out in the Business Plan) which can be used to offset the pressure in waste. The areas which are predicted to underspend (or achieve additional income) are Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.

## **2.3 Additional Income and Grant Budgeted this Period (De minimis reporting limit = £30,000)**

There were no items above the de minimis reporting limit recorded in November 2017.

A full list of additional grant income can be found in [appendix 3](#).

## **2.4 Virements and Transfers to / from Reserves (including Operational Savings Reserve) (De minimis reporting limit = £30,000)**

There are no items above the de minimis reporting limit recorded in November 2017.

A full list of virements made in the year to date can be found in [appendix 4](#).

### **3. BALANCE SHEET**

#### **3.1 Reserves**

A schedule of the Service's reserves can be found in [appendix 5](#).

#### **3.2 Capital Expenditure and Funding**

##### Expenditure

##### **3.2.1 Cambridgeshire Archives**

When last assessed it was assumed that a third of the construction work would be delivered in 2017/18. The latest schedule received from Coulsons indicates that all construction work will now start in May 2018, therefore £3.778 M of the £3.817 M capital budget will be required in 2018/19. However, the scheme is still on track to complete in 2018/19.

##### Funding

All other schemes are funded as presented in the 2017/18 Business Plan.

A detailed explanation of the position can be found in [appendix 6](#).

## 4. PERFORMANCE

### 4.1 Introduction

This report provides performance information for the suite of key Economy, Transport & Environment (ETE) indicators for 2017/18. At this stage in the year, we are still reporting pre-2017/18 information for some indicators.

New information for red, amber and green indicators is shown by Committee in Sections 4.2 to 4.4 below, with contextual indicators reported in Section 4.5. Further information is contained in Appendix 7.

### 4.2 Red Indicators (new information)

This section covers indicators where 2017/18 targets are not expected to be achieved.

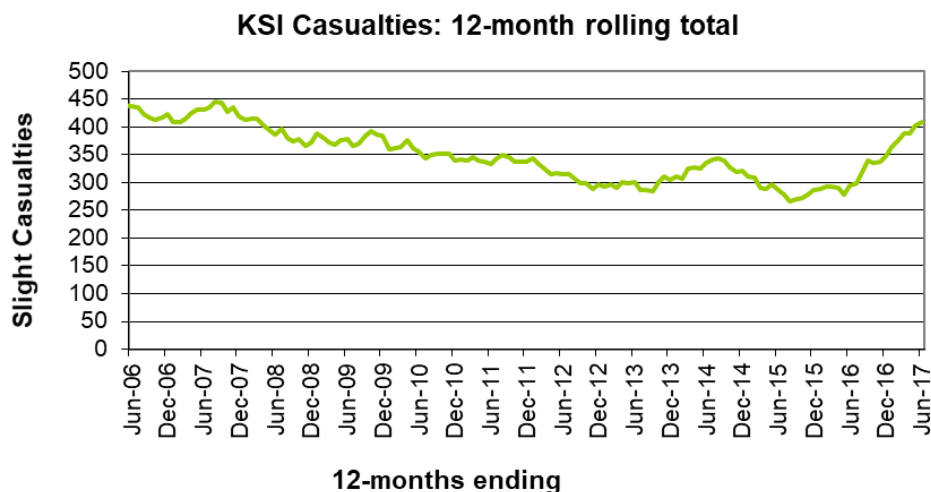
#### a) Highways & Community Infrastructure

##### Road Safety

- Road accident deaths and serious injuries - 12-month rolling total (to June 2017)  
The provisional 12 month total to the end of June 2017 is 408 compared with 294 for the same period of the previous year.

During June 2017 there were 3 fatal and 40 serious casualties.

We are waiting for outstanding 2017 data from July onwards from the police and we are liaising with them to obtain this information.



From April 2016 police forces across the country introduced a new national Collision Recording and Sharing System (CRASH), which was implemented for Cambridgeshire in April.

We have discussed our increase in reported serious injuries with the Head of Road Safety Statistics at the Department for Transport (DfT), who advised that there have been increases in recorded serious injury statistics across Great Britain by police forces who have adopted CRASH, and that this is likely to be due

to better recording of injury type and on 2nd February DfT published a provisional 3rd quarter casualty bulletin for Great Britain, which includes a section on the effect of CRASH: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-july-to-september-2016>

In Cambridgeshire, we have always put resource into checking and validating the information we received, and in working closely with the police to improve data quality. However, even with the processes we had in place, it looks as if there may have previously been some under-reporting of serious injuries in Cambridgeshire.

We have met with other local authorities using CRASH, Addenbrooke's MTC, EoE Trauma Network, Highways England and the DfT to discuss their data. The DfT have compared data from police forces using CRASH with those not using CRASH and have definitely seen an uplift in serious casualties but they have also seen this same trend in a force using a different system. The DfT have offered an initial estimate of 10-15% uplift in serious casualties as a result of the introduction of CRASH. Work is ongoing from all involved in this data.

More work is needed to fully understand the effect of CRASH on Cambridgeshire's statistics, and the introduction of CRASH may not be the only factor in our increase in reported serious injuries. There has been an increase in slight casualties at the same time and this may indicate that while the introduction of CRASH has undoubtedly had an effect on the recorded severity of casualties that a general increase in casualties has also occurred. DfT is also planning to publish estimates of the CRASH effect on road casualty statistics, although that will not be available until later in the year.

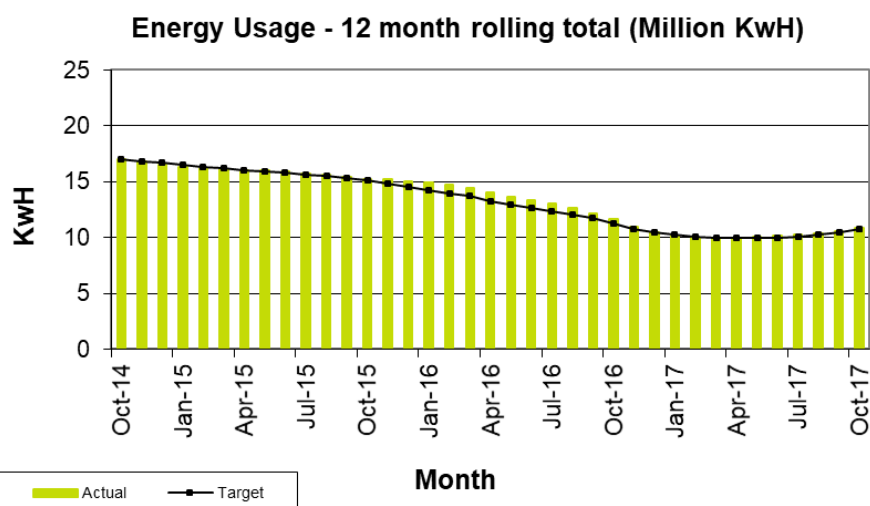
#### **4.3 Amber indicators (new information)**

This section covers indicators where there is some uncertainty at this stage as to whether or not year-end targets will be achieved.

##### **a) Highways & Community Infrastructure**

###### **Street Lighting**

- Energy use by street lights – 12-month rolling total (to October 2017)  
Actual energy use to October is 10.84 KwH, which is up from the last reported figure of 10.53 and currently above our target of 10.59.



The energy targets have now been updated to reflect other measures agreed elsewhere (such as the presence or absence of part night lighting, including those being funded by Cambridge City and Parish Councils).

#### 4.4 Green Indicators (new information)

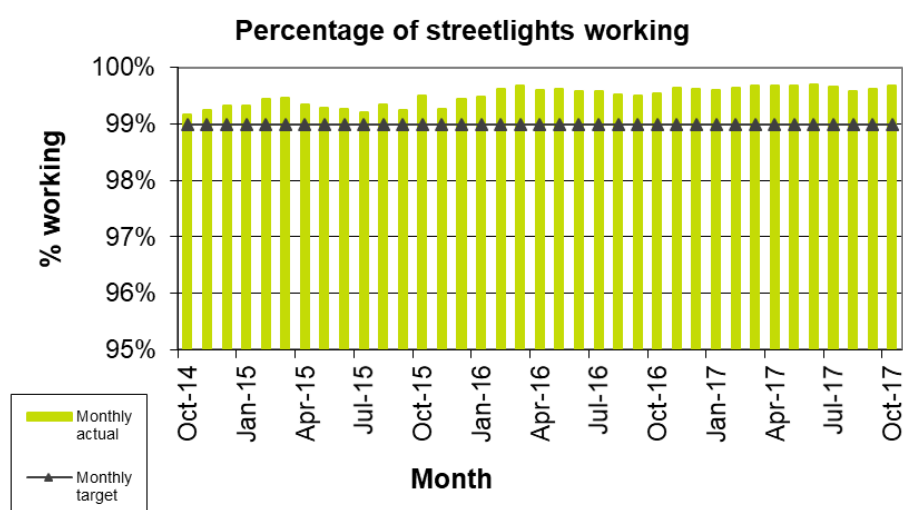
The following indicators are currently on-course to achieve year-end targets.

##### a) Highways & Community Infrastructure

##### Street Lighting

- Streetlights working (as measured by new performance contract) (to October 2017)

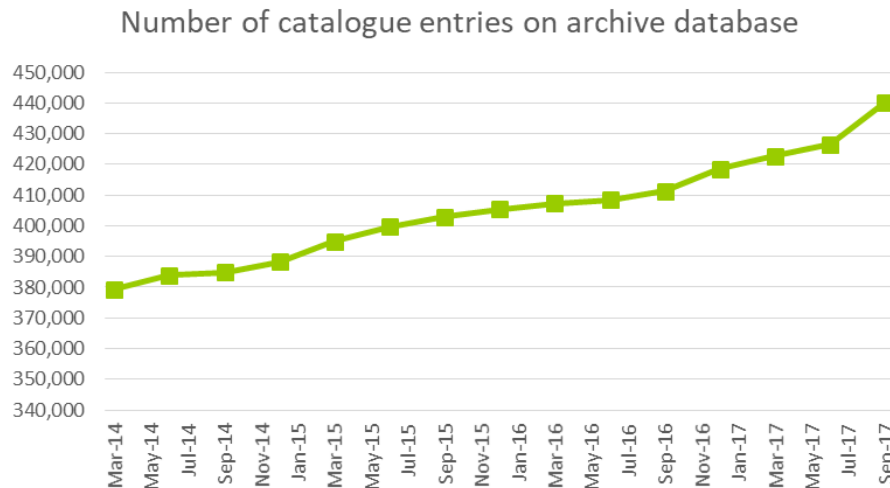
The 4-month average (the formal contract definition of the performance indicator) is 99.6% this month, and remains above the 99% target.



##### Archives

- Increase digital access to archive documents by adding new entries to online catalogue (to September 2017)  
The figure to the end of September 2017 is 440,288 which means the year-end target of 417,000 has been achieved.

This equates to an increase over the previous quarter of 9,855, or roughly 150 catalogue entries per working day.



## 4.5 Contextual indicators (new information)

### a) Highways & Community Infrastructure

#### Road Safety

- Road accident slight injuries – 12-month rolling total (to June 2017)  
There were 1,688 slight injuries on Cambridgeshire's roads during the 12 months ending June 2017 compared with 1,653 for the same period the previous year.

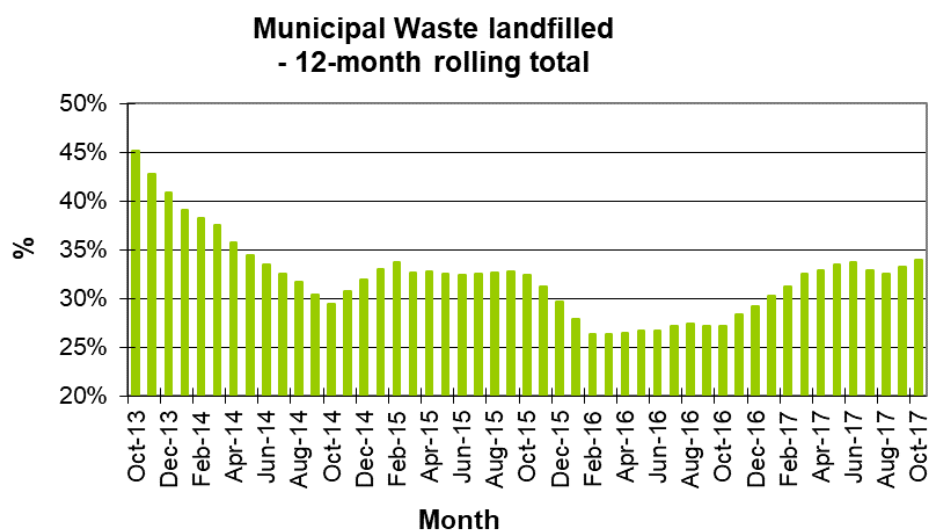
During June there were 131 slight casualties.

We are waiting for outstanding 2017 data from July onwards from the police and we are liaising with them to obtain this information.



### Waste management

- Municipal waste landfilled - 12 month rolling average (to October 2017)  
 During the 12-months ending October 2017, 33.9% of municipal waste was landfilled.



## APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn October	Service	Current Budget for 2017-18	Expected to end of November	Actual to end of November	Current Variance		Forecast Variance - Outturn November	
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	<b>Economy, Transport &amp; Environment Services</b>							
+206	Executive Director	-41	398	421	+23	+6	+206	-502
+0	Business Support	268	169	167	-2	-1	+0	+0
0	Direct Grants	-21,673	0	0	+0	+0	+0	0
<b>+206</b>	<b>Total Executive Director</b>	<b>-21,446</b>	<b>567</b>	<b>587</b>	<b>+20</b>	<b>+4</b>	<b>+207</b>	<b>-1</b>
	<b>Directorate of Infrastructure Management &amp; Operations</b>							
-4	Director of Infrastructure Management & Operations	144	96	84	-12	-12	-4	-3
+1,628	Waste Disposal including PFI	34,080	19,007	17,951	-1,056	-6	+1,604	+5
	Highways							
-5	- Road Safety	332	251	250	-1	-0	+0	+0
-129	- Traffic Management	1,384	1,029	822	-207	-20	-124	-9
-107	- Highways Maintenance	6,737	4,324	4,151	-173	-4	-0	-0
+1	- Permitting	-1,333	-673	-835	-162	+24	-9	+1
+0	- Winter Maintenance	1,975	1,091	1,132	+41	+0	+0	+0
-240	- Parking Enforcement	0	-595	-1,563	-968	+163	-240	+0
-384	- Street Lighting	9,505	5,376	4,891	-486	-9	-368	-4
-43	- Asset Management	578	592	540	-53	-9	-45	-8
-304	- Highways other	487	399	436	+37	+9	-358	-73
+0	Trading Standards	706	347	325	-22	-6	+0	+0
	Community & Cultural Services							
-92	- Libraries	3,361	1,978	1,835	-143	-7	-84	-3
+6	- Archives	347	242	178	-64	-26	+0	+0
+36	- Registrars	-541	-336	-350	-14	+4	+45	-8
+129	- Coroners	780	489	656	+167	+34	+135	+17
0	Direct Grants	-6,555	-3,278	-3,278	0	+0	0	34
<b>+492</b>	<b>Total Infrastructure Management &amp; Operations</b>	<b>51,988</b>	<b>30,340</b>	<b>27,224</b>	<b>-3,116</b>	<b>-10</b>	<b>+552</b>	<b>+1</b>
	<b>Directorate of Strategy &amp; Development</b>							
+0	Director of Strategy & Development	142	95	88	-6	-6	+0	+0
+0	Transport & Infrastructure Policy & Funding	297	65	192	+128	+197	+9	+3
	Growth & Economy							
-62	- Growth & Development	549	358	259	-99	-28	-83	-15
-0	- County Planning, Minerals & Waste	304	91	75	-17	-18	+0	+0
+0	- Historic Environment	53	74	108	+34	+46	+0	+0
-0	- Flood Risk Management	442	262	219	-43	-16	-0	-0
-250	- Highways Development Management	0	93	-109	-202	-217	-250	+0
-26	- Growth & Economy other	165	232	253	+21	+9	-47	-29
+0	Major Infrastructure Delivery	0	362	362	-0	-0	+0	+0
	Passenger Transport							
+59	- Park & Ride	193	536	786	+250	+47	+65	+34
-400	- Concessionary Fares	5,393	3,191	3,066	-124	-4	-408	-8
-26	- Passenger Transport other	2,342	1,230	1,326	+96	+8	-26	-1
0	Direct Grants	0	0	0	0	+0	+0	0
<b>-704</b>	<b>Total Strategy &amp; Development</b>	<b>9,881</b>	<b>6,589</b>	<b>6,626</b>	<b>37</b>	<b>+1</b>	<b>-740</b>	<b>-7</b>
<b>-6</b>	<b>Total Economy, Transport &amp; Environment Services</b>	<b>40,423</b>	<b>37,496</b>	<b>34,437</b>	<b>-3,059</b>	<b>-8</b>	<b>+19</b>	<b>+0</b>
	<b>MEMORANDUM</b>							
<b>£'000</b>	<b>Grant Funding</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>%</b>	<b>£'000</b>	<b>%</b>
0	- Combined Authority funding	-21,673	0	0	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-1,972	-1,972	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,611	-1,306	-1,306	+0	+0	+0	+0
<b>+0</b>	<b>Grant Funding Total</b>	<b>-28,228</b>	<b>-3,278</b>	<b>-3,278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>+0</b>

## APPENDIX 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Service	Current Budget for 2017/18 £'000	Current Variance		Variance	
		£'000	%	£'000	%
<b>Executive Director</b>	-41	+23	+6	+206	-502
<p>The review of Senior management within ETE is now out to consultation and will be implemented by the end of the calendar year, therefore limiting the amount of savings that can be made in this financial year. The new structure will be in place for 2018/19 and it is expected in a full year will save up to £250k.</p>					
<b>Waste Disposal incl PFI</b>	34,080	-1,056	-6	+1,604	+5
<p>We are currently forecasting the Waste PFI budget to be around £1.6m overspent. This is largely due to an increase in the quantity of waste collected compared to the forecast, lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a shortfall in the delivery of savings. Although the Mechanical Biological Treatment (MBT) has performed slightly better than the 2016/17 performance levels the savings this has delivered are not sufficient to offset the additional pressures.</p> <p>The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also historic disputes to consider, which are not factored into any of the above.</p> <p>A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year, or ongoing, which can be brought out in the Business Plan) which can be used to offset the pressure in waste. The areas which are predicted to underspend (or achieve additional income) are Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.</p>					
<b>Traffic Management</b>	1,384	-207	-20	-124	-9
<p>The signals budget is expected to underspend by £100k mainly due to savings from a new contract and savings on energy. There is also expected to be an increase in income of £65k for Temporary Traffic Regulation Orders (TTRO), however the income for New Roads and Street Works Act (NRSWA) charges is behind expected budgeted position. This underspend will be used to help cover the pressure on the Waste budget.</p>					

<b>Parking Enforcement</b>	0	-968	+163	-240	0
Income from City centre access cameras is currently ahead of budget, due to new cameras but the level of income is not expected to continue as drivers get used to the new restrictions.					
<b>Street Lighting</b>	9,505	-486	-9	-368	-4
We are currently forecasting the Street Lighting budget to be £368k under spent. This is due to the higher number of deductions for performance failures than expected, which were made in line with the PFI contract and relate to adjustments due under the contract Payment Mechanism regarding performance. An element of this forecast outturn is also due to project synergy savings which have now been realised in this financial year.					
<b>Highways other</b>	487	+37	+9	-358	-73
Additional Highways income that has been achieved would normally be re-invested in preventative maintenance work but until the spend on the Waste budget is clearer, this funding will be held to cover the pressure on the Waste budget.					
<b>Coroners</b>	780	+167	+34	+135	+17
Costs in this area have increased due to more deaths and also an increase in costs relating to Assistant Coroners handling complex cases. There is also an increase in inquest costs due to the large case load.					
<b>Highways Development Management</b>	0	-202	-217	-250	0
Section 106 and section 38 fees have come in higher than expected for new developments and is expected to lead to an overachievement of income. However, this is an unpredictable income stream and the forecast outturn is updated regularly.					
<b>Concessionary Fares</b>	5,393	-124	-4	-408	-8
The projected underspend is based on the final spend in the last financial year and currently the initial indications are that this level of underspend will be achieved this year. This underspend will be used to help cover the pressure on the Waste budget.					

### APPENDIX 3 – Grant Income Analysis

The table below outlines the additional grant income, which is not built into base budgets.

<b>Grant</b>	<b>Awarding Body</b>	<b>Expected Amount £'000</b>
<b>Grants as per Business Plan</b>	Various	32,051
Waste PFI Grant		-80
Reduction to match Combined authority levy		-1,327
Adult Learning & Skills - now being reported under People & Communities		-2,418
Non-material grants (+/- £30k)		+2
<b>Total Grants 2017/18</b>		<b>28,228</b>

## APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
<b>Budget as per Business Plan</b>	38,682	
Apprenticeship Levy	61	
Implementation of the Corporate Capacity Review	-698	
Allocation of Waste inflation	200	
Waste – allocation of demand funding to cover increased costs	170	
Adjustment to match Combined authority levy	1,327	
Use of earmarked reserve – Asset Information records	45	
Use of earmarked reserve – Transport Strategy & Policy	200	
Use of earmarked reserve – Flood Risk Management	42	
Use of earmarked reserve – Former Whippet Bus Routes	118	
Transfer of Service from Corporate Services – Green Spaces	56	
Adult Learning & Skills - now being reported under People & Communities	-180	
Transfer of Service from Corporate Services – Cultural Services	410	
Non-material virements (+/- £30k)	-10	
<b>Current Budget 2017/18</b>	<b>40,423</b>	

## APPENDIX 5 – Reserve Schedule

<b>Reconciliation List for Personal Accounts for ETE Services as at 30th November 2017</b>					
<b>Fund Description</b>	<b>Balance at 31st March 2017</b>	<b>Movement within Year</b>	<b>Balance at 30th November 2017</b>	<b>Yearend Forecast Balance</b>	<b>Notes</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	
<b>General Reserve</b>					
Service carry-forward	2,229	(2,229)	0	0	To be transferred to central reserve
<b>Sub total</b>	<b>2,229</b>	<b>(2,229)</b>	<b>0</b>	<b>0</b>	
<b>Equipment Reserves</b>					
Libraries - Vehicle replacement Fund	218	0	218	218	
<b>Sub total</b>	<b>218</b>	<b>0</b>	<b>218</b>	<b>218</b>	
<b>Other Earmarked Funds</b>					
Deflectograph Consortium	57	0	57	57	Partnership accounts, not solely CCC
Highways Searches	55	0	55	0	
On Street Parking	2,286	0	2,286	2,000	
Bus route enforcement	117	(117)	0	0	
Streetworks Permit scheme	98	0	98	0	
Highways Commuted Sums	620	3	622	620	
Asset Information records	0	0	0	0	
Streetlighting - LED replacement	0	200	200	0	
Community Transport	0	444	444	562	This is being used to meet legal costs if required.
Guided Busway Liquidated Damages	1,523	(608)	915	300	
Waste and Minerals Local Development Fra	59	0	59	59	
Strategic Transport Corridor Feasibility Studies	0	0	0	0	
Flood Risk funding	0	0	0	0	
Proceeds of Crime	356	0	356	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	291	0	291	250	Partnership accounts, not solely CCC
Fens Workshops	61	0	61	61	Partnership accounts, not solely CCC
Travel to Work	211	0	211	211	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	72	
Northstowe Trust	101	0	101	101	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	36	2	38	0	
Other earmarked reserves under £30k - S&D	(188)	(1)	(189)	0	
<b>Sub total</b>	<b>5,989</b>	<b>(78)</b>	<b>5,911</b>	<b>4,883</b>	
<b>Short Term Provision</b>					
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
<b>Sub total</b>	<b>669</b>	<b>0</b>	<b>669</b>	<b>0</b>	
<b>Capital Reserves</b>					
Government Grants - Local Transport Plan	0	24,201	24,201	0	Account used for all of ETE
Government Grants - S&D	786	13,731	14,517	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	5,788	(2,031)	3,757	5,000	
Other Capital Funding - IMO	699	135	834	200	
<b>Sub total</b>	<b>7,274</b>	<b>36,036</b>	<b>43,309</b>	<b>5,200</b>	
<b>TOTAL</b>	<b>16,379</b>	<b>33,729</b>	<b>50,108</b>	<b>10,301</b>	

## APPENDIX 6 – Capital Expenditure and Funding

### Capital Expenditure

2017/18						TOTAL SCHEME	
Original 2017/18 Budget as per BP	Scheme	Revised Budget for 2017/18	Actual Spend (November)	Forecast Spend - Outturn (November)	Forecast Variance - Outturn (November)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
200	- Major Scheme Development & Delivery	200	87	200	0	200	0
682	- Local Infrastructure Improvements	944	370	927	-17	863	0
594	- Safety Schemes	594	-18	594	0	594	0
345	- Strategy and Scheme Development work	601	495	601	0	345	0
2,362	- Delivering the Transport Strategy Aims	4,501	928	3,811	-690	4,178	0
23	- Air Quality Monitoring	23	0	23	0	23	0
14,516	- Operating the Network	16,255	7,550	16,156	-99	16,248	0
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	6,000	2,321	6,140	140	90,000	0
0	- Pothole grant funding	1,155	672	1,155	0	1,155	0
395	- Waste Infrastructure	395	7	395	0	5,120	0
2,060	- Cambridgeshire Archives	1,975	23	39	-1,936	5,180	0
284	- Community & Cultural Services	1,993	78	1,493	-500	3,042	0
0	- Street Lighting	736	0	736	0	736	0
0	- National Productivity Fund	2,890	688	2,890	0	2,890	0
0	- Challenge Fund	4,583	211	4,583	0	6,250	0
0	- Safer Roads Fund	1,175	51	1,175	0	1,175	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	5,149	1,923	2,212	-2,937	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	3	665	-845	9,116	0
25,000	- Ely Crossing	25,891	12,871	25,891	0	36,000	0
0	- Chesterton Busway	200	226	196	-4	200	0
1,370	- Guided Busway	1,200	59	1,200	0	148,886	0
11,667	- King's Dyke	6,000	168	6,000	0	13,580	0
0	- Wisbech Access Strategy	330	288	330	0	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	3	1,000	0	1,000	0
100	- A14	142	105	142	0	25,200	0
250	- Energy Efficiency Fund	250	80	250	0	1,000	0
0	- Soham Station	500	12	500	0	6,700	0
	Combined Authority Schemes	55	55	55	0	55	0
	Other Schemes						
3,590	- Connecting Cambridgeshire	4,217	1	850	-3,367	36,290	0
0	- Other Schemes	200	200	200	0	200	0
<b>75,927</b>		<b>90,664</b>	<b>29,457</b>	<b>80,409</b>	<b>-10,255</b>	<b>434,824</b>	<b>0</b>
-9,664	Capital Programme variations	-14,742		-4,487	10,255		
<b>66,263</b>	<b>Total including Capital Programme variations</b>	<b>75,922</b>	<b>29,457</b>	<b>75,922</b>	<b>0</b>		

The increase between the original and revised budget is partly due to the carry forward of funding from 2016/17, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2016/17 financial year. The phasing of a number of schemes has been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke. This still needs to be agreed by GPC.

Three additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund and the Challenge Fund.

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn

overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

### **Safer Roads Fund**

A successful bid was made to Department for Transport (DfT) to secure £1,300,000 worth of funding from the Safer Roads Fund. This funding is specifically for safety improvements on the A1303. The scheme will be completed in 2018/19.

### **Cambridgeshire Archives**

When last assessed it was assumed that a third of the construction work would be delivered in 2017/18. The latest schedule received from the Contractor indicates that all construction work will now start in May 2018, therefore £3.778m of the £3.817m capital budget will be required in 2018/19. However, the scheme is still on track to complete in 2018/19.

### **King's Dyke**

Negotiations with land owners are nearing completion and informal agreements have been reached. Heads of Terms and contracts are being drafted and agreed by the respective parties' legal teams. Costs remain confidential at this point.

The tender process for design and construction is complete. Kier Construction has been announced as the successful preferred bidder for these works. Work with Kier has commenced on the stage 1 contract for detailed design. The design will inform a more robust construction target price prior to award of the Stage 2 contract for construction.

The current business plan forecast remains at £13.6m based on early estimates. As previously reported to the E and E committee the estimated cost could increase and an upper possible figure of £16.9m was indicated. Stage 1 will provide an opportunity to assess in more detail the potential risks, including ground conditions, statutory undertakers' costs, Network Rail requirements and any associated construction difficulties. It will also provide the opportunity to undertake value engineering exercises to provide a more economical design. Should additional funding be required, this will be reported back to the Economy and Environment Committee and GPC.

### **Ely Southern By Pass.**

The construction target cost for the contract was £27.4m at the time of award of Stage 2. Whilst work is progressing on site, some significant risks have emerged requiring additional work, including Network Rail requirements, the diversion of statutory undertakers' plant, buildability issues arising from the complex V piers and additional temporary works resulting from poor and variable ground conditions. These will increase the outturn cost of the scheme significantly and are currently being considered with the contractor to minimise the impact on the project and to reduce the cost impact.

The completion date is likely to be Autumn 2018. CCC are working with the contractor to identify options to mitigate against delay and minimise costs. A number of value engineering opportunities are also being explored.

A more detailed outturn forecast to take account of the of delay and the risks associated with the project will be reported in the Finance and Performance report and to the E&E Committee.

### **Abbey-Chesterton Bridge**

Originally planned spend for 2017/18 was £1,917,000 but now looks to be £300,000. Planning application was submitted in July 2016 and it was anticipated that this process would complete by autumn 2016, with construction of the bridge in late 2017, and thus significant construction related spend could be achieved.

The planning permission was not granted until February 2017 following the need to submit multiple packages for certain aspects of the application. Construction now looks likely to commence in March 2018, though this is dependent upon discharging the pre-start planning conditions.

Significant spend will not be encountered until the construction work commences, thus the majority of spend will now come in 2018/19 rather than 2017/18.

### **Huntingdon – West of Town Centre Link Road**

The outturn for the scheme has reduced to £665,000 from £1,510,000, this is due to land cost claims which have not been resolved as anticipated and it is now expected these claims will be resolved in 2018/19.

### **Cambridge Cycling infrastructure**

This is the programme of S106 funded cycling projects in Cambridge. The funding is generally not time limited, and thus any underspend rolls into the next year. The originally planned spend was £1,580,000 but now looks to be £150,000. This is a consequence of public consultation and scheme development work being extended, not least Queen Edith's Way, which is the project with the largest single budget. Following consultation E&E Committee agreed to undertake further development and consultation with local residents. The delivery team's priority has been to complete projects that have some time limited funding associated with them such as DfT Cycle City Ambition funded schemes and St Neots Northern foot and cycle bridge, and to progress some of the higher profile projects such as Abbey-Chesterton bridge.

**A10 Harston** – The scheme is nunder construction and approaching the end of the 18 week programme. It is on track to achieve the spend forecast of £1,030,000 for the year, with works to have been substantially completed by Christmas.

**Huntingdon Road** – Construction work commenced 18th September. It is now nearing the end of the 10 week programme. It consists of a Citybound raised lane, and planed out and resurfaced lane towards Girton. It is on track to achieve spend forecast of £345,000 for the year.

**Trumpington Road** – This scheme was recently completed. The spend was slightly over the original forecast of £480,000 for the year due to more extensive than anticipated works associated with gas main.

**Quy to Lode** – Scheme under construction, and due to complete early December. It consists of a 2km new village link and is on track to achieve spend forecast of £451,000 for the year. Much of the relatively significant spend for 2017/18 will be spent in 2018/19

### Connecting Cambridgeshire

Expenditure in this year will be lower than estimated in relation to the BT contract. To confirm, delivery is on track but expenditure has been re-phased, and therefore the funding will be required next financial year.

### Capital Funding

2017/18				
Original 2017/18 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2017/18 £'000	Forecast Spend - Outturn (November) £'000	Forecast Funding Variance - Outturn (November) £'000
17,991	Local Transport Plan	17,815	17,009	-806
2,483	Other DfT Grant funding	21,965	19,908	-2,057
19,231	Other Grants	10,367	10,367	0
4,827	Developer Contributions	6,418	5,538	-880
18,992	Prudential Borrowing	23,768	19,845	-3,923
12,403	Other Contributions	10,331	7,742	-2,589
<b>75,927</b>		<b>90,664</b>	<b>80,409</b>	<b>-10,255</b>
<b>-9,664</b>	Capital Programme variations	-14,742	-4,487	10,255
<b>66,263</b>	<b>Total including Capital Programme variations</b>	<b>75,922</b>	<b>75,922</b>	<b>0</b>

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	6.0	This reflects slippage or rephasing of the 2016/17 capital programme to be delivered in 2017/18 which will be reported in August 17 for approval by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-9.0	Rephasing of grant funding for King's Dyke (-£1.0m), costs to be incurred in 2018/19. Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (-£8.3m)
Revised Phasing (Section 106 & CIL)	-0.8	Revised phasing of Guided Busway spend and receipt of developer contributions.

Revised Phasing (Other Contributions)	-3.2	Revised phasing of King's Dyke spend
Additional Funding / Revised Phasing (DfT Grant)	16.3	New Grant funding – National Productivity Fund (£2.9m), Pothole Action Fund (£1.2m), Challenge Fund (£3.5m) and Safer Roads Fund (£1.2m). Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (£11.3m)
Additional / Reduction in Funding (Prudential borrowing)	-1.0	Rephasing of grant funding for Ely Crossing reduced the requirement for borrowing (-£3.0m). Brought forward borrowing to fund DfT Challenge Fund schemes (£2.25m).

The increase between the original and revised budget is partly due to the carry forward of funding from 2016/17, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2016/17 financial year. The phasing of a number of schemes have been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke.

Four additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund, Challenge Fund and Safer Roads Fund.

## APPENDIX 7 – Performance (RAG Rating – Green (G) Amber (A) Red (R))

### a) Highways & Community Infrastructure

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Archives									
Quarterly	Operating Model Enabler: Exploiting digital solutions and making the best use of data and insight								
	Increase digital access to archive documents by adding new entries to online catalogue	High	↑	To 30 September 2017	440,288	417,000	G	G	<p>The figure to the end of September 2017 is 440,288 which means the year-end target of 417,000 has been achieved.</p> <p>This equates to an increase over the previous quarter of 9,855, or roughly 150 catalogue entries per working day.</p>
Communities									
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Proportion of Fenland and East Cambs residents who participate in sport or active recreation three (or more) times per week. Derived from the Active People Survey	High	↑	2015/16	22.7%	24.2%	A	A	<p>The indicator is measured by a survey undertaken by Sport England. The Council's target is for Fenland and East Cambridgeshire to increase to the 2013/14 county average over 5 years. Applying this principle to Sport England's revised baseline data gives a 5-year target to increase the participation rate in Fenland and East Cambridgeshire (combined) to 26.2%.</p> <p>The 2013/14 figure was 21.3% and the 2014/15 figure improved to 21.9%. The 2015/16 figure has continued the improving trend at 22.7% but is slightly off track.</p>
Library Services									
Quarterly	Operating Model Outcomes: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents & People lead a healthy lifestyle and stay healthy for longer								

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Number of visitors to libraries/community hubs - year-to-date	High	↑	To 30 September 2017	1,129,897	2.4 million	A	A	<p>There have been 587,158 visitors to libraries/community hubs between July and September 2017 and a total of 1,129,897 during the year to date (April to September 2017).</p> <p>Numbers during the quarter have been buoyed up following hard-work by staff to promote the Summer Reading Challenge. Compared with 2016-17 25% more children started the Challenge while the number of children's activities over the period rose by 17% and the number of children attending these activities increased by 46%.</p> <p>Public PC and Wi-Fi usage also show a 9% and 20% increase respectively compared with the same period last year.</p>
	This indicator does not link clearly to a single Operating Model outcome but makes a key contribution across many of the outcomes as well as the enablers.								
	Number of item loans (including eBook loans) – year-to-date	High	↑	To 30 September 2017	1,317,726	Contextual			<p>There have been 673,536 item loans between July and September 2017 and a total of 1,3179,726 during the year to date (April to September 2017).</p> <p>Figures, especially children's, have improved as a result of the Summer Reading Challenge while seasonal factors have seen an increase in issues of eBooks and eAudio by 19% and 13% respectively compared with quarter 1.</p>
Road and Footway maintenance									
Yearly	Operating Model Outcomes: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents & People live in a safe environment								
	Principal roads where maintenance should be considered	Low	↔	2016/17	2.8%	3%	G	G	Final results indicate that maintenance should be considered on 2.8% of the County's principal road network. This has worsened from the 2015/16 figure

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									of 2% but is better than the Council's 2016/17 target of 3%.
	Classified road condition - narrowing the gap between Fenland and other areas of the County	Low	↑	2016/17	2.68% gap	2% gap	A	A	Provisional figures show that there was a gap of 2.68% between Fenland and other areas of the County during 2016/17. The gap has narrowed slightly (improved) from the 2015/16 level of 2.9%, but it is above (worse than) the target of 2%.  Fenland areas have soils which are susceptible to cyclic shrinkage and swelling. This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsidence along roads in affected areas. Additional funding is being directed towards addressing this problem.
	Non-principal roads where maintenance should be considered	Low	↔	2016/17	6%	8%	G	G	Final results indicate that maintenance should be considered on 6% of the County's non-principal road network. This is the same as the figure for 2015/16 and better than the Council's 2016/17 target of 8%.
	Unclassified roads where structural maintenance should be considered	Low	↔	2016/17	33%	Contextual			The survey undertaken in 2015/16 covered 20% of the available network and targeted roads where condition was known to be deteriorating in order to identify those roads where maintenance may best be directed. However, this has had the effect of making the indicator for unclassified roads appear to worsen from 27% to 33%. Provisional figures suggest the condition has remained at 33% which strengthens the argument that in reality, the condition of unclassified roads is generally stable. The final results of the 2016/17 annual survey will look to address this anomaly.
Road Safety									

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Monthly	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Killed or seriously injured (KSI) casualties - 12-month rolling total	Low	↑	To 30 June 2017	408	<275	R	R	<p>The provisional 12 month total to the end of June 2017 is 408 compared with 294 for the same period of the previous year.</p> <p>During June 2017 there were 3 fatal and 40 serious casualties.</p> <p>We are waiting for outstanding 2017 data from July onwards from the police and we are liaising with them to obtain this information.</p>
	Slight casualties - 12-month rolling total	Low	↓	To 30 June 2017	1688	Contextual			<p>There were 1,688 slight injuries on Cambridgeshire's roads during the 12 months ending June 2017 compared with 1,653 for the same period the previous year.</p> <p>During June there were 131 slight casualties.</p> <p>We are waiting for outstanding 2017 data from July onwards from the police and we are liaising with them to obtain this information.</p>
Rogue Traders									
Quarterly	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents. (Annual average)	High	↓	To 30 June 2017	£115,504	Contextual			<p>£16,245 was saved as a result of our intervention in four rogue trading incidents during the second quarter of 2017/18. The annual average based on available data since April 2014 is £115,504. Data for 2017/18 includes Peterborough savings.</p> <p>It is important to note that the amounts recovered do not reflect the success of the intervention. In many cases the loss of a relatively small amount can have significant implications for</p>

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									victims; the impact can only be viewed on a case-by-case basis.
<b>Trees</b>									
6 monthly	<b>Operating Model Outcomes: People live in a safe environment &amp; The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	Number of trees removed			January to June 2017	61				34 trees were removed because of disease, 11 because of subsidence and 16 because of natural disasters.  Discussions are currently underway with the relevant parish for a suitable location for 12 replacement trees in South Cambridgeshire.
	Number of trees planted			January to June 2017	3				Discussions underway with parish for suitable location for 12 replacement trees in South
<b>LHI Projects</b>									
Quarterly	<b>Operating Model Outcomes: People live in a safe environment &amp; The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	East Cambridgeshire LHI Programme (15 Projects)	High	↑	To 31 October 2017	47.3%	100%	A	G	With 118 LHI projects to manage and deliver alongside the rest of the TDP across the County, resources are under significant pressure, with vacant posts proving very difficult to successfully recruit to. In order to help reduce the risk of delays to the programme, measures have therefore been put in place to supplement design and management resources, drawing on additional resource from our highway services contract. Whilst this additional resource has helped, it has not fully solved the problem and the risk although reduced does remain
	South Cambridgeshire LHI Programme (28 Projects)	High	↑	To 31 October 2017	54.5%	100%	A	G	
	Cambridge City LHI Programme (38 Projects)	High	↑	To 31 October 2017	44.7%	100%	A	A	
	Fenland LHI Programme (13 Projects)	High	↑	To 31 October 2017	48.2%	100%	A	G	

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Huntingdonshire LHI Programme (24 Projects)	High	↑	To 31 October 2017	62.4%	100%	G	G	
<b>Street Lighting</b>									
Monthly	<b>Operating Model Outcomes: People live in a safe environment &amp; The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	Percentage of street lights working	High	↓	To 31 October 2017	99.6%	99%	G	G	The 4-month average (the formal contract definition of the performance indicator) is 99.6% this month, and remains above the 99% target.
	Energy use by street lights – 12-month rolling total	Low	↑	To 31 October 2017	10.84 million kWh	10.59 million kWh	A	G	Actual energy use to October is 10.84 kWh, which is up from the last reported figure of 10.53 and currently above our target of 10.59.  The energy targets have now been updated to reflect other measures agreed elsewhere (such as the presence or absence of part night lighting, including those being funded by Cambridge City and Parish Councils).
<b>Waste Management</b>									
Monthly	<b>Although this indicator does not link directly to an Operating Model outcome, it has a large financial impact on the Council</b>								
	Municipal waste landfilled – 12-month rolling average	Low	↑	To 31 October 2017	33.9%	Contextual			During the 12-months ending October 2017, 33.9% of municipal waste was landfilled.